Poonawalla Aviation Pvt. Ltd.-I, (35) Rajputana Aviation Academy (P) Ltd. 3, (36) Raymond Ltd.-4, (37) Reliance Transport Travels Ltd.-1, (38) Reliance Infrastructure Ltd.-1, (39) Sahara India Airlines-5, (40) Span Air Pvt. Ltd. 2, (41) Summit Aviation Pvt. Ltd.-2, (42) SRC Aviation Pvt. Ltd,-1, (43) Taj Air Ltd.-2, (44) Taneja Aerospace & Aviation Ltd.-4, (45) Trans Bharat Aviation Pvt. Ltd.-4, (46) United Helicharters Pvt. Ltd.-7, (47) Ran Air Services Ltd.-1.

(b) The non-scheduled operators had market share of 1.24% and 1.22% of total domestic traffic during year 2004-05 & 2005-06 respectively.

(c) As per the Civil Aviation Requirement, Non-Scheduled Operators can operate on any sector within India without any permission from DGCA, if the seating capacity of the aircraft is less than 9 seats. They are free to operate without DGCA permission and sell tickets to individual passengers on any sector where two scheduled flights are not operating. They can operate charter flights even on sectors where two scheduled flights are operating, but require DGCA permission to show that it is a charter flight and no ticket to individual passenger has been sold either directly or through a travel agent. Non-Scheduled Operators are also permitted to operate reveue charter flights to foreign destinations.

(d) The Civil Aviation Requirement (CAR) Section 3 Air Transport Series "C" Part-III and Part-V prescribes the requirements for non scheduled air transport services operations. As per these requirements, the minimum subscribed and paid up equity capital for non scheduled operators permit is Rs. 1 crore upto 3 Aircraft/Helcopters, Rs. 2 crore-for 4 to 10 Aircraft/Helicopters and Rs. 5 crore above 10 Aircraft/ helicopters.

New airports

733. SHRIMATI VIPLOVE THAKUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a plan for renovation and expansion of airports in the country particularly in Himachal Pradesh is under the consideration of Government;

(b) if so, the amount, if any, spent thereon so far and the current status of each work; and

(c) the steps initiated so far to set up new airports in the country, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Renovation and expansion of airports in the country including Himachal Pradesh is a continuous process taken up by Airports Authority of India (AAI) depending upon traffic demand, land availability etc.

(b) Till 15th June, 2006, Rs. 17.72 crores (approx.) has been spent on development works in Himachal Pradesh. For Shimla necessary action has been taken from time to time to avoid erosion of land surrounding the airport. Besides, consultancy works has been awarded to IIT Roorkee for study of soil erosion and its remedial measures for a total cost of Rs. 5.35 lakhs.

At Kullu-Manali, the construction of apron to park 3 aircraft (ATR type) and taxiway have been completed and work of new terminal building has been initiated. IIT, Roorkee who has been appointed to carry out feasibility study for expansion of runway has just submitted their report. Amount spent so far Rs. 858.95 lakhs towards works and Rs. 9.13 lakhs to IIT, Roorkee for conducting study.

At Kangra airport, developmental works such as extension of runway, construction of apron and taxiway and terminal building have been completed with a cost of Rs. 912.84 lakhs.

(c) Government of India has already accorded approval for setting up of new international airports at Devanhalli near Bangalore, Shamshabad near Hyderabad and Mopa in Goa. There are proposals from various State Governments for construction of new airports in other cities and towns such as Pakyong, Gangtok in Sikkim, Chiethu, Kohima in Nagaland, Chakan, Pune and Navi Mumbai in Maharashtra, Ludhiana in Punjab, Ajmer in Rajasthan, Gulbarga, Bellary & Bijapur in Karnataka, Kannur in Kerala, Itanagar in Arunachal Pradesh, Bharuch in Gujarat and Raiganj in West Bengal. There are well laid down procedures for development of greenfield airports and the above proposals have to conform to the prescribed conditions before being considered for approval.